

COUNTRY East Germany

TOPIC Drewitz Airfield

EVALUATION see below

PLACE OBTAINED

25X1

DATE OF CONTENT 22 September to 13 October 1952

25X1 DATE OBTAINED DATE PREPARED 20 November 1952

REFERENCES

one sketch on ditto and

PAGES 2 ENCLOSURES (NO. & TYPE) 2 -

REMARKS

25X1

25X1 1. The construction project at the field was officially designated No 1007. The field began about 3 km southeast of Drewitz. The road from Drewitz to triangulation point 79.8 intersected the southwest-northeast runway near its half-way point. In the southwestern portion of the runway, the first 15-cm layer of concrete was completed. The concrete surface of the runway was scheduled to be 30 cm thick. Work on the gravel subgrade of the concrete layer was being done on the northeastern half of the runway.

25X1

25X1 On 12 October, subterranean construction work at the field was being done in three shifts. However, it was planned to reduce the number of shifts to two in order to repair damaged machinery. Some of the foundations for the buildings to be constructed about 1 km southeast of the runway were completed.

25X1 2. Source observed that a spur track branched off in a southeasterly direction from the Grabko railroad stop on theuben-Cottbus railroad line. One track led to the site where buildings were under construction, while the other track led to the site of the underground construction work. A paved road was under construction from triangulation point 81.4 toward the south-southwest to triangulation point 81.0. The road was continued by the old field path, which leads to the Jaenschwalde settlement. 1

25X1 3. Between 22 September and 3 October, source observed that the southwestern portion of the runway, which is 1,000 meters long, was being concreted as far as the Drewitz-Griesson highway. Work was being done on the center section of the runway, while the outside section was concreted previously. The runway was levelled northeast of a line running from Drewitz to Griesson. A slight elevation on the northeastern end of the runway had been removed. The main construction efforts were to be shifted to the buildings scheduled for construction at the field. The single-story brick buildings south of the railroad line were to be completed by late October 1952. The barbed wire fence on the west and north sides of the field was nearing completion. Although the installation was guarded by Volkspolizei, it was possible to enter it. A total of 1,900 construction workers were employed at the field.

CLASSIFICATION

25X1

SECRET

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4. In early October, trees were still being felled in the northern and southeastern portions of the field. A total of 1,700 workers was employed in three shifts on subterranean construction projects. The completion date for the entire project was April 1954. The construction supervisor told the workers employed at the field that the installation would be built for the Germans. A Soviet agency but no Soviet soldiers were observed at the field. The workers were checked by Volkspolizei.
5. A runway 80 meters wide was under construction. After excavation work was completed, the ground was stamped by electrically operated stampers. No drainage pipes were laid. Concreting of the runway was started about early September. The bottom layer of coarse concrete was 15 cm thick. This layer supported another 15-cm layer of concrete, separated from it by roofing paper. The two layers of concrete were successively completed. Twelve concrete mixing machines each with a capacity of one cubic meter were available. The concrete was carried to the construction site by means of a narrow-gauge field railroad track. The completion date for the runway was 24 December 1952.
6. Buildings were under construction south of the Cottbus-Guben railroad line. Details on the status of this construction work were not available. The felling of trees on a strip 100 meters wide beginning near the runway and extending toward Drewitz indicated that a taxiway was to be built from the runway toward the north. Construction workers employed at the field came from the vicinity and from Cottbus, Forst and Guben. Transportation was provided by buses. Other construction workers lived in 22 single-story temporary buildings at the northwestern edge of the construction site.

25X1

1. Comment. The plan shows that the runway, which is subdivided into 62.5 panels 40 meters long, will have a length of 2,500 meters and a width of 80 meters. For presumed course of the runway, the spur track and the re-surfaced road, see Annex I. The sketch was drawn on a scale of 1:25,000 after GSGS 4414, sheet 4 153.

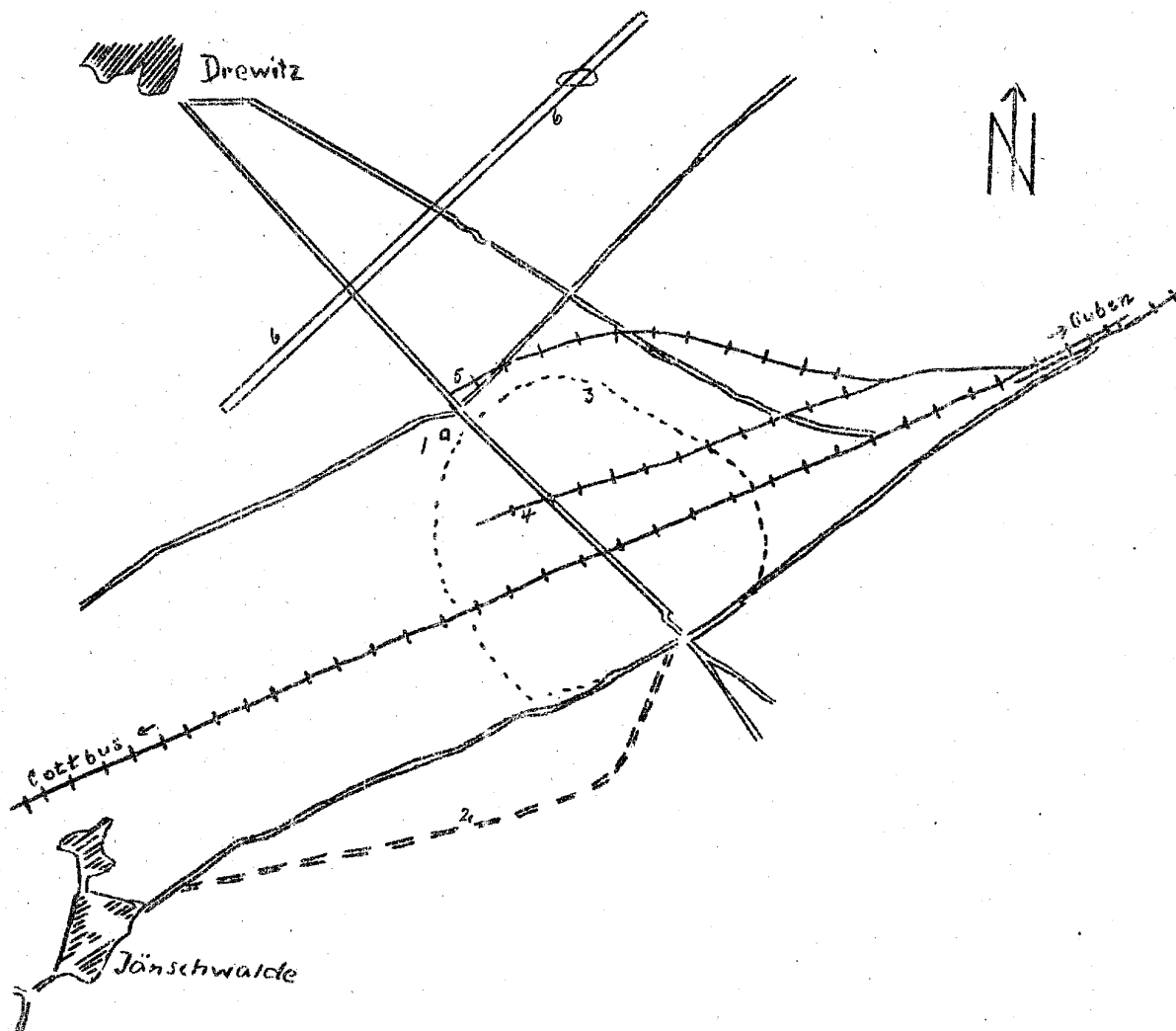
25X1

2. Comment. It appears that the progress of construction work at Drewitz airfield, where 1,700 to 1,900 construction workers are employed, is delayed by the defective construction machinery used there. It appears doubtful if it will be possible to complete the project by 24 December 1952 as scheduled.

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Location Sketch of Drewitz Airfield



Legend:

- 1 Filling station
- 2 Resurfaced road from the field to Jänschwalde
- 3 Area for above-ground construction work
- 4 + 5 Branches of spur track
- 6 Runway

25X1

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